(c) Though some units are incurring losses but departmental catering on Northern Railway as a whole is showing profit.

(d) The losses are mainly due to increase in input cost including staff cost.

(e) Action taken/proposed to be taken in this regard include strict monitoring of expenditure, sales drives, re-deployment of staff, intensive inspections and de-departmentalisation.

[*English*]

Extension of ESI Scheme in ITDC

6464. SHRI LOKANATH CHOUDHURY:
SHRI KALKA DAS:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the medical reimbursement facility available to the employees and their dependents in various departments of ITDC has since been withdrawn by the Corporation on the recommendations of the Mishra Commission;

(b) if so, whether the scheme of ESI has been extended to the ITDC employees;

(c) if so, whether the post of Chief Medical and Health officer in the ITDC still continues and the reasons therefor;and

(d) whether it is proposed to discontinue the post of CM & HO in the interest of economy in the ITDC?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) (a) No, Sir.

(b) There is no change in the policy regarding ESI coverage of the employees of ITDC.

(c) Does not arise.

(d) No, Sir.

[*Translation*]

Frequency of Trains of Jaipur-Toda Rai Singh Route

6465. SHRI RAM NARAIN BERWA: Will the Minister of Railways be pleased to state:

(a) whether the train on Jaipur- Toda Rai Singh route runs up and down only once in 24 hours;

(b) whether the Government propose to run trains on this route twice a day in view of density of passenger traffic; and

(c) if so, by what time ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

Conversion of Manmad-Aurangabad Rail Line

6466 SHRI RAM NARAIN BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) The original estimated cost of the scheme for conversion of Manmad-Aurangabad railway line at the time of approval of the project;

(b) whether the cost of construction of the project has since escalated manifold;

(c) if so, the details thereof;

(d) the reasons for escalation in cost;

(e) whether the Government propose to conduct any inquiry in this regard; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The original estimated cost of construction of Manmad-Parbhani Parli Vaijnath from MG to BG was Rs. 28.00 crores (1973-74). Detailed estimate of Rs.13.00 crores for Manmad-Aurangabad Phase-I was sanctioned in 1981.

(b) and (c) The latest approved cost of the Manmad-Aurangabad conversion is Rs. 51.05 crores.

(d) The increase in cost is mainly on account of :-

(1) escalation i cost of labour and materials

(2) Use of superior track structures as per latest standards.

(e) No, Sir.

(f) Does not arise.

Power Plants in Uttar Pradesh

6467. SHRI RAM NIHORE RAI : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the details of thermal and hydel power plants in Uttar Pradesh district-wise;

(b) the number of electrified and unelectrified villages in these districts; and

(c) the time by which the remaining villages are likely to be electrified in these district?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL SOURCES (SHRI KALP NATH RAI): (a) Details of Thermal and Hydro Power Stations in Uttar Pradesh is given in the attached statement-I.

(b) and (c) District-wise details of village Electrification in Uttar Pradesh is given in the attached statement -II. The electrification of the remaining villages in these districts will depend upon the allocation made by the State Government for these districts within the overall allocation for the State.

STATEMENT - I

Details of thermal and Hydel power stations in Uttar Pradesh

Name of the Station	*Installed Generating Capacity (M W)*
1	*2*
Thermal	
Obra	1482
Panki	274
Harduaganj 'A'	90